

### REMARKS/ARGUMENTS

Favorable reconsideration of the present application is respectfully requested.

All of the original claims have been canceled and new Claims 34-47 have been introduced. The new claims are based on the discussion held with the Examiner on March 19, 2009, as is further discussed below. In particular, Claims 34-37 are based on original Claims 1-4 but are directed to a system for reducing induced motion of a stationary body floating on the water, including the stationary floating main body as a part of the claimed combination. New Claims 38-40 recite specific floating main bodies based on the description at lines 10-12 on page 1 of the specification. New Claims 41-47 are similar to Claims 34-40 except that they are based on original Claim 12.

Claims 1-3 and 31-33 were rejected under 35 U.S.C. §102 as being anticipated by U.S. patent 5,090,352 (Stanford). Claims 1-4, 12, 14-16 and 31-33 were rejected under 35 U.S.C. §102 as being anticipated by U.S. patent 3,626,887 (Schutt et al). Claims 12, 14 and 16 were rejected under 35 U.S.C. §102 as being anticipated by the previously cited U.S. patent to Jackson. Additionally, Claims 1-4, 15 and 31-33 were rejected under 35 U.S.C. §103 as being obvious over Jackson and Claims 27-30 were rejected under 35 U.S.C. §103 as being obvious over Schutt et al. It is nonetheless respectfully submitted that new Claims 34-47 clearly define over this prior art.

As was discussed during the aforementioned interview, the present invention is directed to a system for reducing wave induced motion of a stationary body floating on the water. Stationary floating bodies, such as a floating parking lot, a stationary platform ship or a floating bridge, are designed for stability when moored at one location and so have substantially vertical side surfaces. This may be contrasted with boats or ships which are also designed to float but are otherwise unrelated to stationary floating bodies, since they are

instead designed to move efficiently when propelled through the water and have streamlined tapered sides for efficient movement.

However, while the shape of a stationary floating body normally promotes stability when moored, its flat vertical sides are particularly susceptible to wave induced oscillations and so a need exists to reduce such wave induced motion in a stationary floating body. According to the invention, such wave induced oscillations of the stationary floating body are reduced by a plumb plate or plate member which is provided at the substantially vertical side surface of the floating main body and is separated from the floating main body by a specific distance while extending substantially parallel to the substantially vertical side surface of the main body to a point below the lowermost bottom surface of the floating main body (Claim 34), or one that has an upper edge oriented at substantially the same level as the lowermost bottom surface of the floating main body and substantially parallel to the lowermost bottom surface of the floating main body (Claim 41).

As was also discussed during the interview, the cited references are not directed to a stationary body floating on the water, but are instead directed to ships or boats which are designed for efficient *travel* through the water. For example, Stanford discloses a bow foil to provide improved performance capability for a vessel by creating less turbulence and frictional resistance while under movement. “The result of such improvements is increased fuel economy and/or speed, smoother operation and less structural demands on the vessel” (column 1, lines 18-20). Thus, Stanford does not disclose a system for reducing wave induced motion of a stationary body floating on the water, including “a stationary floating main body having substantially vertical side surfaces.” Instead, the side surfaces of the ship in Stanford are sloped for streamlined motion through the water, and so Stanford fails to teach the subject matter of the present claims.

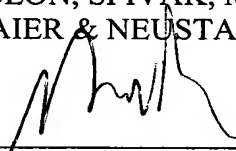
Schutt et al is directed to a trolling attachment for a boat which is designed to control the forward speed of the boat (column 1, line 8) when it is driven by a motor (column 1, lines 13-14). Therefore, here as well, Schutt et al fails to disclose a system for reducing wave induced motion of a stationary body floating on the water, including a stationary floating main body having substantially vertical side surfaces. Instead, the boat has sloped surfaces for streamlined propulsion through the water.

The aforementioned comments also apply to the small boat stabilizer disclosed in Jackson. The stabilizer of Jackson is attached to a small boat having sharply sloped sides for streamlined and efficient propulsion through the water, and reduces heeling for such a boat shape. Nonetheless, there is no teaching therein of a "stationary floating main body having substantially vertical side surfaces." It is therefore respectfully submitted that the new claims define over any of the cited prior art.

Applicants therefore believe that the present application is in a condition for allowance and respectfully solicit an early notice of allowability.

Respectfully submitted,

OBLON, SPIVAK, McCLELLAND,  
MAIER & NEUSTADT, P.C.



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Gregory J. Maier  
Registration No. 25,599  
Robert T. Pous  
Registration No. 29,099  
Attorneys of Record

Customer Number

**22850**

Tel: (703) 413-3000  
Fax: (703) 413 -2220  
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